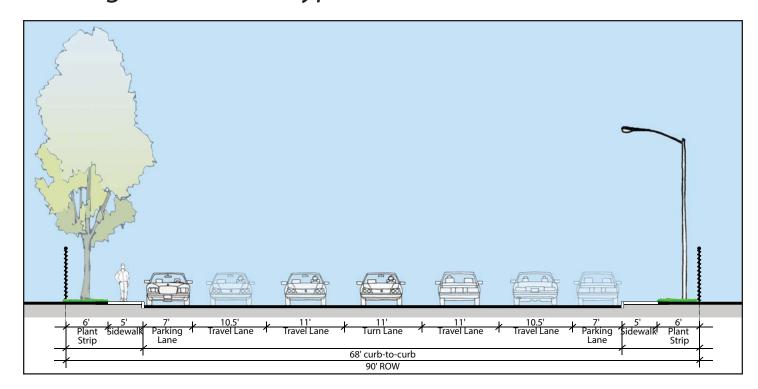
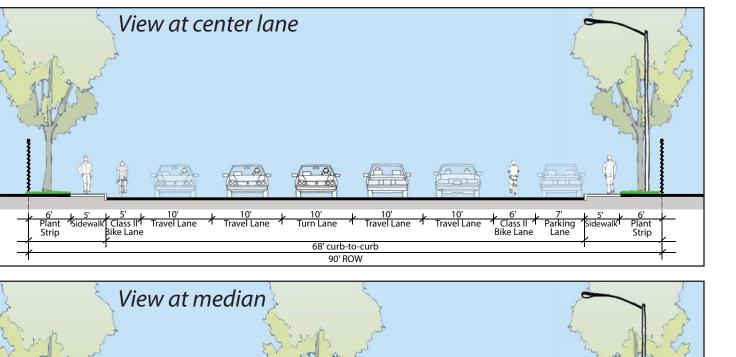
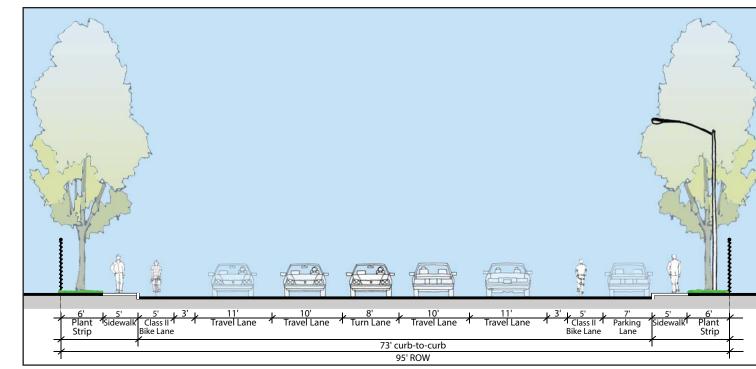
Euclid Avenue Corridor - Mobility Options

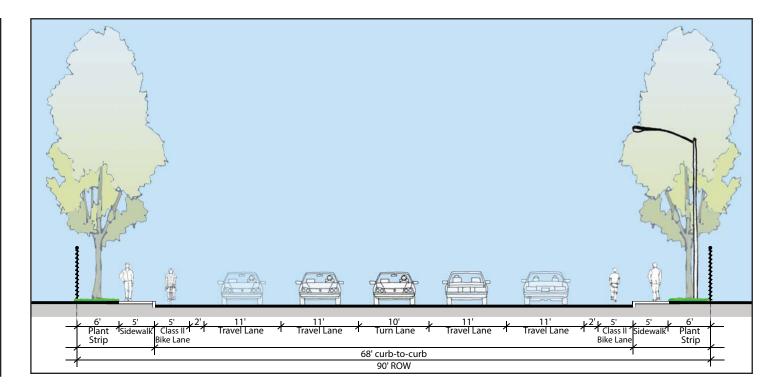
Existing Conditions - Typical street section

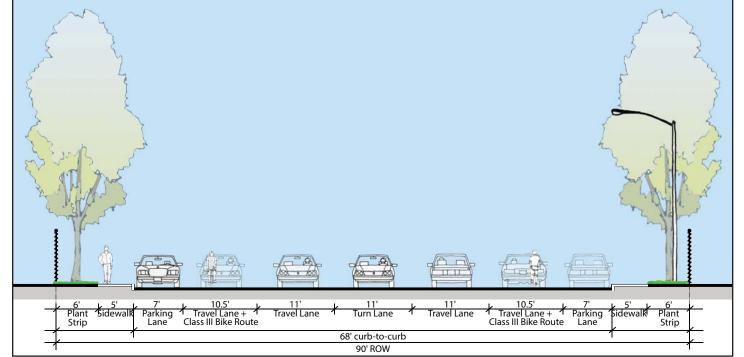




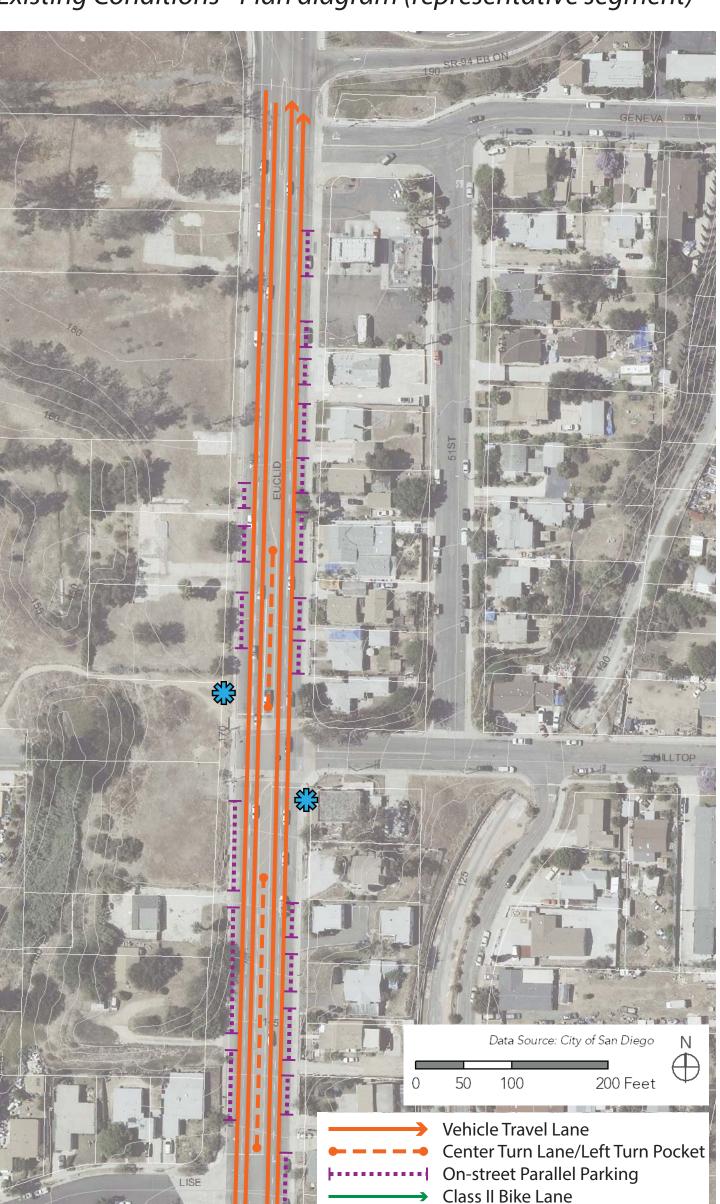
Preferred Option (interim) - Remove west parking for bike lanes Pref. Option (long-term) - Incr. ROW, remove all parking for buffered bike lanes Option reviewed/rejected - add Class III bike routes



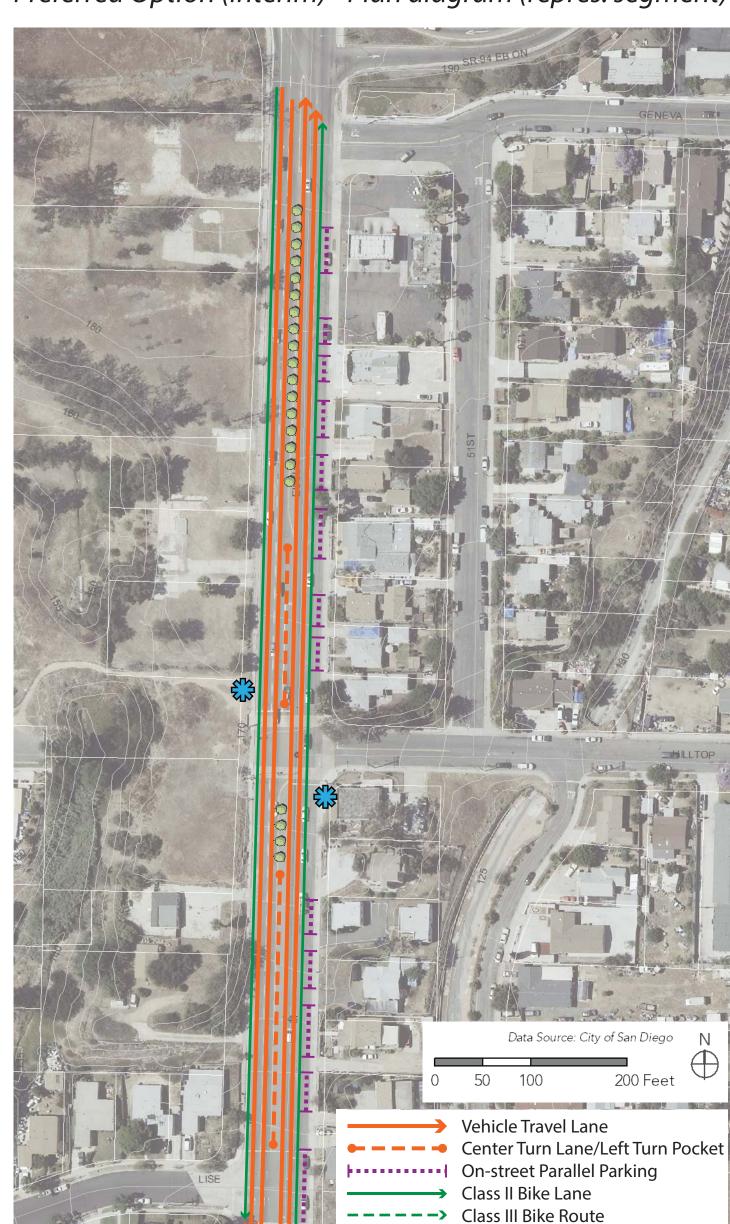




Existing Conditions - Plan diagram (representative segment)



Preferred Option (interim) - Plan diagram (repres. segment)







Preferred Option (long-term) - Plan diagram (repres. segment) Option rejected - Plan diagram (representative segment) Option rejected - Plan diagram (representative segment)



Pros:

No changes needed to existing curbs or striping

Cons:

- No dedicated bicycle facilities
- On-street parking causes potential "dooring" conflict for bicyclists on both sides of Euclid Avenue
- Limited landscaping

- No changes needed to existing curbs
- Class II bike lanes are safer than existing conditions or Class III bike routes
- Opportunity for landscaped median enhances aesthetics and "gateway" feel
- Potential reduction in travel speeds

Cons:

- Removes on-street parking along the west side of the corridor (up to 27 parallel parking spaces total)
- "Dooring" of bicyclists still possible on east side
- Narrower vehicle travel lanes
- Added cost of creating and maintaining landscaped medians

 Class II bike lanes are safer than existing conditions or Class III bike routes

Class II Bike Lane

---- Class III Bike Route

- Landscaped median is possible
- Wider travel lanes than interim condition

Cons:

- Added cost of expanding right-of-way 5' to the west
- Removes on-street parking along the west side of the corridor (up to 27 parallel parking spaces total)
- "Dooring" of bicyclists still possible on east side of **Euclid Avenue**
- Added cost of creating and maintaining landscaped medians

- No changes needed to existing curbs
- Class II bike lanes are safer than existing conditions or Class III bike routes

---- Class III Bike Route

- Buffered bike lane increases separation between bikes and moving vehicles and enhances safety
- Eliminates bicycle conflicts with parked vehicles
- Landscaped median is possible

Cons:

- Removes on-street parking along the entire corridor (up to 58 parallel parking spaces total)
- Added cost of creating and maintaining landscaped medians (if installed)

Pros:

- No changes needed to existing curbs
- Landscaped median is possible

- Bicycle-vehicle conflicts are more likely compared with Class II bike lanes
- On-street parking causes potential "dooring" conflict for bicyclists on both sides of Euclid Avenue
- Added cost of creating and maintaining landscaped medians (if installed)

July 27, 2013